

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

**1. Name of Property**

historic name Burlington Traction Company

other names/site number Burlington Rapid Transit Company

**2. Location**

street & number 662 Riverside Ave., (includes 321-343 N. Winooski Ave.)  N/A not for publication

city or town Burlington  N/A vicinity

state Vermont code VT county Chittenden code 007 zip code 05401

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official Date

\_\_\_\_\_  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of commenting or other official Date

\_\_\_\_\_  
State or Federal agency and bureau

**4. National Park Service Certification**

<p>I hereby certify that this property is:</p> <p><input type="checkbox"/> entered in the National Register <input type="checkbox"/> See continuation sheet.</p> <p><input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> See continuation sheet.</p> <p><input type="checkbox"/> determined not eligible for the National Register</p> <p><input type="checkbox"/> removed from the National Register</p> <p><input type="checkbox"/> other (explain): _____</p>	<p>Signature of Keeper</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	<p>Date of Action</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
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**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property**  
(Check only one box)

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
2	1	buildings
		sites
		structures
		objects
2	1	Total

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing.)  
N/A

**Number of contributing resources previously listed in the National Register**  
0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

TRANSPORTATION: rail-related

TRANSPORTATION: road-related

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Current Functions**

(Enter categories from instructions)

WORK IN PROGRESS

DOMESTIC: multiple dwelling

TRANSPORTATION: road-related

OTHER: laundromat

COMMERCE: specialty store

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

Commercial Style

Colonial Revival

\_\_\_\_\_

**Materials**

(Enter categories from instructions)

foundation STONE

walls BRICK

\_\_\_\_\_

roof STONE: slate

other GLASS

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield information important in prehistory or history.

**Criteria Considerations**

(Mark "X" in all the boxes that apply.)

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**Areas of Significance**

(Enter categories from instructions)

ARCHITECTURE

TRANSPORTATION

**Period of Significance**

1872 to 1952

**Significant Dates**

c. 1900

c. 1910

1929

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Unknown

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS)**

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey
- # \_\_\_\_\_
- recorded by Historic American Engineering Record
- # \_\_\_\_\_

**Primary Location of Additional Data**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

**10. Geographical Data**

**Acreage of Property** 1.8 acres

**UTM References**

(Place additional UTM references on a continuation sheet)

1 

1	8	6	4	2	6	2	6	4	9	2	7	7	90
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Zone Easting Northing

2 

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3 

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Zone Easting Northing

4 

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See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title Amy S. Lord, Historic Preservation Consultant

organization \_\_\_\_\_ date August 1, 2002

street & number P.O. Box 694 telephone (802) 434-5540

city or town Richmond state Vermont zip code 05477

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items** (Check with the SHPO or FPO for any additional items)

**Property Owner**

(Complete this item at the request of the SHPO or FPO.)

name Bus Barns Housing Limited Partnership, c/o Burlington Community Land Trust

street & number P.O. Box 523 telephone 802-862-6244

city or town Burlington state Vermont zip code 05401

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Burlington, Chittenden County, VermontSection number 7 Page 1**Introduction**

The Burlington Traction Company is a triangular, 1.8-acre property located at the intersection of North Winooski Avenue and Riverside Avenue in the Old North End, a historic, residential neighborhood just north of downtown Burlington, Vermont. The site contains two large, brick car barns, referred to as the Upper and Lower Car Barns, built c. 1900 to 1910 by the Burlington Traction Company for its electrified trolley. The structures historically functioned as trolley barns and bus garages and repair shops. Both of the barns feature structural brick masonry walls and window openings with segmental arched, brick lintels constructed with two header courses. In 1929, the Burlington Traction Company trolley system was taken over by the Burlington Rapid Transit Company bus system. Modifications to the buildings were made after this time to convert the structures to service buses. These changes included the addition of concrete floors and service pits, concrete block additions to provide storage, multi-pane metal windows, and a steel-frame garage addition. The barns continued to be used as bus garages and repair shops by Burlington Rapid Transit Company until 1972, and then Vermont Transit Bus Lines, a regional carrier started by Burlington Rapid Transit, until 1999, when the property was purchased by the Bus Barns Limited Housing Partnership which is converting the site to affordable housing and commercial space. A significant portion of the Upper Car Barn will house an automotive service garage, continuing the transportation history of the property. The property also contains a non-contributing 12-unit apartment building that was built next to the Upper Barn in 2001. Despite changes to accommodate new uses over time, the brick trolley and bus barns of the Burlington Traction Company retain their integrity of design, location, setting, materials, workmanship, feeling, and association.

**Upper Car Barn, c. 1900**

The Upper Car Barn is the older of the two brick barns and replaced a c. 1885, large, two story, wood-frame, horse barn that was the original transportation facility built by the Winooski and Burlington Horse Railway Corporation, the predecessor to the Burlington Traction Company, on this site. The Upper Barn faces southeast and is a large, nearly square, four-bay, flat roof, one-story, vernacular commercial style, brick building with three rear appendages. A c. 1905 addition is at the rear of the first bay, a c. 1910 addition is at basement level at the rear of the third and part of the fourth bays, and a c. 1971 concrete block addition is at the rear of the second bay. Another concrete block rear appendage, c. 1950, was removed in 2000. The building's massing and details remain intact. The main block of the building measures approximately 132 feet across the front (southeast) by approximately 100 feet along

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The rear façade of the fourth bay has two double hung, six-over-six, wood windows with segmental arched lintels on the first story. The second story has one double hung, six-over-six window set in a square surround, and four small double hung one-over-one windows across the rear of the third bay. The basement level has one double hung, six-over-six, wood window with a segmental arched lintel. This window appears to be original. To the left of this window is a new metal pass door with a large single glass light. The door is set into the left half of wider historic opening; the right half of the opening is infilled with new clapboards. A steel I-beam extends across the top of the opening. The rest of the rear façade of the main block is covered by additions.

*C. 1905 Addition*

The c. 1905 addition, measuring approximately 34 feet across by 52 feet deep, is located at the rear of the first bay. It was originally built as a paint shop for the trolley cars, and was later used as a lacquer spraying and parts department for the buses. A large interior opening between the center of the first bay and the paint shop allowed trolleys and buses to be rolled in for service. Like the main block, this addition is constructed with 13-inch common bond brick walls. The southwest wall of the addition has a new metal pass door with a large single glass light, and two historic double-hung, six-over-six, wood windows in segmental arched openings. The rear (northwest) façade of this addition is painted and has three evenly spaced historic double-hung, six-over-six, wood windows in segmental arched openings. Window sills are wood clad with metal.

*C. 1910 Addition*

The c. 1910 addition is located at basement level at the rear of the third and part of the fourth bays. This one-story, shed roof, addition originally served as the rotary substation for the trolleys, and later served as a storage area for the buses. It measures approximately 45 feet wide by 31 feet deep, and is constructed with 13-inch common bond brick walls. The side (northeast) façade has one double hung, six-over-six, wood window in a segmental arched opening and wood sill clad with metal next to a pass door. The door is a 4-light half glass, wood, double door in a historic segmental arched opening. A rectangular, gable-roof skylight, measuring approximately 6 feet by 12 feet, is located at the center of the roof. The skylight has four, 6-pane fixed windows on each eaves side and two, 6-pane fixed windows on each gable end, an asphalt shingle roof, and clapboard walls. The skylight first appears on a 1942/1950 Sanborn Map, and appears to have replaced an earlier ventilator. The rear façade of the addition is painted and has two historic double hung, six-over-six wood windows in segmental arched openings with wood sills clad with metal. A large one-over-one fixed sash

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The rear appendages retain integrity from their original construction date and will continue to serve as parts storage and office space. Three window openings along the former exterior, brick side wall of the c. 1905 addition (facing the c. 1971 addition) remain intact with double hung, six-over-six wood windows set in segmental arched openings. The c. 1910 addition is separated from the rear of bays 3 and 4. A stud and sheetrock wall covers historic openings between the spaces.

### Lower Car Barn, c. 1910

The Lower Car Barn is a one-story, gable roof, vernacular Colonial Revival style building consisting of a main garage, measuring approximately 37 feet wide by 135 feet long, and a brick battery house, measuring approximately 20 feet wide by 40 feet long, that was constructed c. 1905 to the rear (west) of the garage. The two structures were connected c. 1930 by a one-story addition when the facility was modified for bus use. At that time the Lower Car Barn began to function as a bus washing and greasing facility. The battery house was converted to a locker room, or "gym," for bus company employees, and the addition connecting the two buildings served as a boiler room. Significant features of the Lower Car Barn include 13-inch structural brick masonry walls laid in common bond, slate roofing shingles, and an uncut, uncoursed, rubble masonry foundation. A tall brick chimney rises up the rear (west) wall of the main building. In 1950, a small brick ell, in keeping with the architectural style of the barn, was added to the west side of the original battery house. The same year a large, flat roof, 6-bay, open steel frame addition with corrugated siding was built on the south side of the car barn for use as a bus garage. This garage addition was inconsistent with the original architectural character of the Lower Car Barn and was removed c. 2001 during the rehabilitation.

#### *Front (east) facade*

The gable end front facade features a Colonial Revival style molded cornice with returns. The front originally had three bays to service the trolley cars. When the building was converted to bus use, the number of bays was reduced to two. As a result of the 2001 rehabilitation, the front facade now features a three-bay configuration that resembles the original, historic fenestration pattern of the building when it was a trolley barn. The 3-bay facade has wood panel transoms within the garage bay openings, two narrow rows of glazing below each transom, and three rows of wood panels below. The center bay has two metal, half-glass pass doors flanked by wood panels similar to the other bays. A steel I-beam spans the full facade above the three bays.

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lintel. The south façade of the structure has a bricked-in oculus window above a replacement beaded board, wood, double door that is similar to the original double door, but is fixed in place to accommodate the new use of the building. The door has a 6-pane by 6-pane window on the upper part of the right door. A steel I-beam spans the top of the opening. A metal, half-glass pass door is located just to the right.

### *C. 1930 Addition*

A one-story c. 1930 brick addition was built by the bus company to connect the main barn with the battery house. The south façade of the addition has two metal, half glass pass doors with two-light transoms, set in a historic opening. To the right of the pass doors is a 30-light metal window with a brick sill that matches the windows found on the north and south eaves sides of the main block.

### *Interior*

The Lower Car Barn now houses nine housing units: two in the former battery house and connecting appendage with a minimum of changes to the existing floor plan, and seven units are located in the main block, with the space divided by stud and sheetrock walls. The interior brick face of exterior walls have been mostly covered with sheetrock, although some interior brick walls remain exposed. Historic interior modifications that date from c. 1929 include the addition of a concrete floor and service ramp and two below-grade service pits. This historic modification has been covered up in the recent rehabilitation.

### **Apartment Building, 2001. Non-contributing due to age.**

A new 12-unit, 3-story, flat roof, apartment building was constructed on a vacant site just north of the Upper Car Barn, parallel to North Winooski Avenue. The building is a rectangular shaped, 10-bay by 2-bay structure comprised of two mirror image blocks set side by side. Each block has a slightly recessed central entrance flanked by two bays of single and paired windows. Four two-story bay windows (in the second and third stories) slightly project from the front (southeast) facade. Windows are single and paired, double hung, two-over-two sash. The building is clad with vinyl siding and has a tinted concrete block foundation. Sanborn Insurance Maps from the late 19<sup>th</sup> and early 20<sup>th</sup> century show that the site formerly contained a row of multi-story, flat roof, residential and commercial buildings in the same basic footprint as the new building.

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Burlington, Chittenden County, VermontSection number 8 Page 1**Introduction**

The Burlington Traction Company property is eligible for the National Register under Criterion A for its local significance and contribution to the broad patterns of transportation history in Burlington and Vermont. The site has been in continuous use for local and regional transit operations since 1885, when it was the site for the Winooski and Burlington Horse Railroad, the first horse drawn street railway in the state, originally chartered in 1872. In 1893 the trolley system was electrified and three years later the business changed its name to Burlington Traction Company. The two brick car barns on the site were constructed in c. 1900 and c. 1910 for the electric trolley lines. In the 1920s, after the emergence of the automobile, trolley ridership declined sharply. In 1929, Burlington Rapid Transit, a local bus line, purchased the Burlington Traction Company. That same year, Burlington Rapid Transit also established a regional carrier, Vermont Transit Lines. The trolley barns were modified somewhat for use as bus barns to accommodate the bus fleets for both the local and regional bus lines. In 1972, Burlington Rapid Transit ceased its local service, but Vermont Transit Lines continued to lease the site until 1999. Today the property is being rehabilitated into affordable housing, commercial space, and an automotive service garage, which continues the facility's long transportation history. The property is also eligible for the National Register under Criterion C, as a good example of a transportation facility that served as trolley barns, bus garages, and repair shops. The Upper Car Barn is built in the vernacular commercial style, and the Lower Car Barn features Colonial Revival style details, including molded cornice returns and oculus windows. Distinctive characteristics that define the barns as early 20<sup>th</sup> century utilitarian transportation facilities include structural brick masonry construction, wide service bays, parapet rooflines, slate roofing, and segmental arch window openings. Both the Upper and Lower Car Barns are highly intact and have retained their architectural massing, details, and historic significance and are the best examples of this property type in the state. Despite modifications to accommodate new uses, the former Burlington Traction Company property retains its integrity of design, location, setting, materials, workmanship, feeling, and association.

**Local Significance**

The Burlington Traction Company is significant for its contribution to the history of public transportation in Burlington and Vermont. The site represents the need for public transportation during a period of tremendous growth during the late 19<sup>th</sup> and early 20<sup>th</sup> century

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between Manchester and Bellows Falls, Vermont. Flynn recognized the potential for public utilities and transportation in Vermont, and was engaged in this work for over half a century. He built the Peru turnpike from Peru to Manchester, part of which was operated as a toll road across the Green Mountains.

Flynn served as president of the Burlington's trolley line and oversaw its conversion to an electric trolley system in 1893 and the formation of the Burlington Traction Company in 1896. He remained with the company until its demise in 1929. Flynn also organized the Military Post Street Railway in 1895, which connected to Burlington's system and provided trolley service between Fort Ethan Allen, Winooski, and Essex Junction. The Military Post Street Railway was eventually absorbed by the Burlington Traction Company in 1926. In addition to his work in the Burlington area, Flynn also financed and organized the Barre and Montpelier Traction and Power Company, which operated from 1898 to 1927, and the St. Albans Street Railway, which operated from 1901 to 1921. Flynn's involvement in utilities included the creation of the Vergennes Electric Company, which was used to power Burlington's electric trolley system from 1910 to 1929.

Many of the merchants and industries of Burlington, Winooski, and Essex Junction were served by the trolley line. Both workers and customers rode the trolleys regularly. Schedules were arranged so trolleys also met the steam trains of the Rutland, the Central Vermont, and the Burlington & Lamoille railroads. No freight, however, was ever carried by the Burlington trolley system. Before the advent of the automobile and bus, the Burlington Traction Company provided the quickest and least expensive way to travel around the area. The trolleys also provided weekend entertainment, taking local travelers to baseball games at Centennial Field, swimming and picnics at North Beach or Queen City Park, or to the fairgrounds at Fort Ethan Allen in Essex Junction. Between 1909 and 1910, at the peak period of its service, the system carried over three million passengers. By 1922, the system had a total of 12 miles of tracks, and was linked to another 5 miles of tracks on the Military Post Street Railway.

By the 1920s, the popularity of the internal combustion engine was beginning to compete with Burlington's electric trolley system. Private automobiles and taxis began to appear in Burlington in 1915, offering a new transportation alternative. In 1926, a local automobile dealer, William S. Appleyard, realized that Burlington was outgrowing its antiquated trolley system, which was costly to operate and expand, and would soon require a more modern transportation system. In February of 1926, Appleyard applied to the Vermont Public Service Commission for a permit to operate a bus loop around what he called the "Country Club

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The Burlington Traction Company is eligible for the National Register for its architectural significance under Criterion C as a good example of a transportation facility that served both as trolley barns and bus garage and repair shops. Both the Upper and Lower Car Barns are highly intact and have retained their architectural massing, details, and historic significance. Despite some modifications, the structures overall embody their historic function as trolley and bus barns, and remain highly intact in both form and function and are the best examples in the state of this property type. Distinctive characteristics of the buildings that define them as early 20<sup>th</sup> century utilitarian transportation facilities include the structural brick masonry construction, wide service bays, parapet rooflines, slate roofing, beaded board interior details, and six-over-six double hung windows in segmental arch openings. Other early 20<sup>th</sup> century features are the Colonial Revival style molded cornice returns, oculus windows on the Lower Car Barn, and the vernacular commercial style architecture of the Upper Car Barn.

When the Burlington Traction Company was bought out by the Burlington Rapid Transit bus company in 1929, the transformation from trolley service to bus service resulted in minor modifications to the car barns to accommodate the needs of both the Burlington Rapid Transit and Vermont Transit Lines bus fleets. During the trolley area, trolley tracks led directly into the barns where cars could be stored and serviced. The Upper Car Barn had a total of twelve tracks, set in an earthen floor, leading cars into the building, three in each bay. The barn could hold approximately thirty trolley cars. In bay 1, the middle track led directly into a rear paint shop addition. Bay 4 served as the primary repair shop, with a parts and storage department at the rear. The Lower Car Barn had three bays with one track in each. The trolley cars were bi-directional and could be driven into the garages to be serviced or stored overnight. To leave the barn, a motorman would remove the controller handle from one end of the car and retract a spring-mounted trolley pole from its contact with the overhead wire, walk to the other end of the car, raise another trolley pole to the wire and insert the controller handle.

When the bus system took over, modifications made to the property in the early years included the removal of trolley tracks, ties, wires, poles and other electrical equipment. In the Upper Car Barn, a concrete floor was poured and two below grade service pits were added in each bay. Each bay could accommodate two buses side by side, and the barn could hold approximately fifty buses. The addition at the rear of bay 1 continued to be used as a lacquer and painting area. Bay 4 remained the primary repair shop, with a parts and storage department at the rear. A c. 1910 rear addition behind bays 3 and 4, which had been used as a substation for the trolley line, was converted to storage space for the buses, and openings were cut to the main block of the Upper Barn. The Lower Car Barn became an automotive washing and greasing facility. A combination concrete ramp and service pit were added, nine large

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entered on the National Register on August 29, 1980) has been substantially altered. This long, rectangular, 1-story, four bay, gable roof, brick car barn with segmental arch windows has undergone numerous changes including concrete block infill of the garage bay openings and modifications on the interior for recent use as a roller skating rink. In Rutland, the 1-story, flat roof, brick and stucco trolley barn built in 1906 at 170 South Main Street opposite the fairgrounds, has a parapet roofline with corbelling, ornate rafter tails, and keystones. This facility has also been severely compromised due to an incompatible non-historic addition, which mimics but severely compromises the integrity of the original structure. The massing and fenestration patterns of the c. 1890, brick facility in St. Albans are generally intact but some of the garage bays have been infilled with inappropriate picture windows. The original Montpelier car barn has been nearly totally obscured by later additions and modifications. The Burlington Traction Company is the only existing, former trolley facility in Vermont that still retains a transportation use.

The Burlington Traction Company possesses significance under the Vermont Historic Preservation Plan under the theme of Transportation. According to the Plan, developed by the Vermont Division for Historic Preservation, the trolley holds an important role in the history of transportation in the state. The transportation overview in the Plan emphasizes the significance of trolley travel and the unfortunate loss of resources from this era. It states, "In the 1880s, horse drawn trolleys began to appear in a few of Vermont's larger towns such as Burlington, Springfield, Rutland, and others. By the 1890s electric rail cars were rapidly replacing horse drawn cars, providing speedy access to downtown commercial centers for people living in the outskirts of these towns. The trolley thus provided a tremendous boon to main street commerce during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The electric rail cars were stored in large warehouses known as *car* or *trolley barns*, most of which no longer stand." Compared to examples in North Bennington, Rutland, St. Albans, and Montpelier, the Burlington Traction Company car barns remain highly intact in both form and function and are the best examples in the state of this property type. The bus era adds to the significance of the property under the Vermont Historic Preservation Plan. The barns served as garages and repair shops, representing significant property types associated with automobile travel.

Today, the former Burlington Traction Company continues to serve the community with affordable housing, commercial space, and an automotive garage and repair shop that continues the site's long transportation history. The property serves as a good example of adaptive use of a transportation facility that meets the needs of the community and retains the property's historic form and function.

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Spaulding, Albert C. "Trolleys, Kings of Main Street." *Vermont Life*. Montpelier, VT, Spring 1964.

Spaulding, Albert C. "Trolleys in Chittenden County." *Chittenden County Historical Society Bulletin*. Vol. 10, No. 2, April 1975.

Vermont Division for Historic Preservation. *National Register Nomination for North Bennington*, 1980.

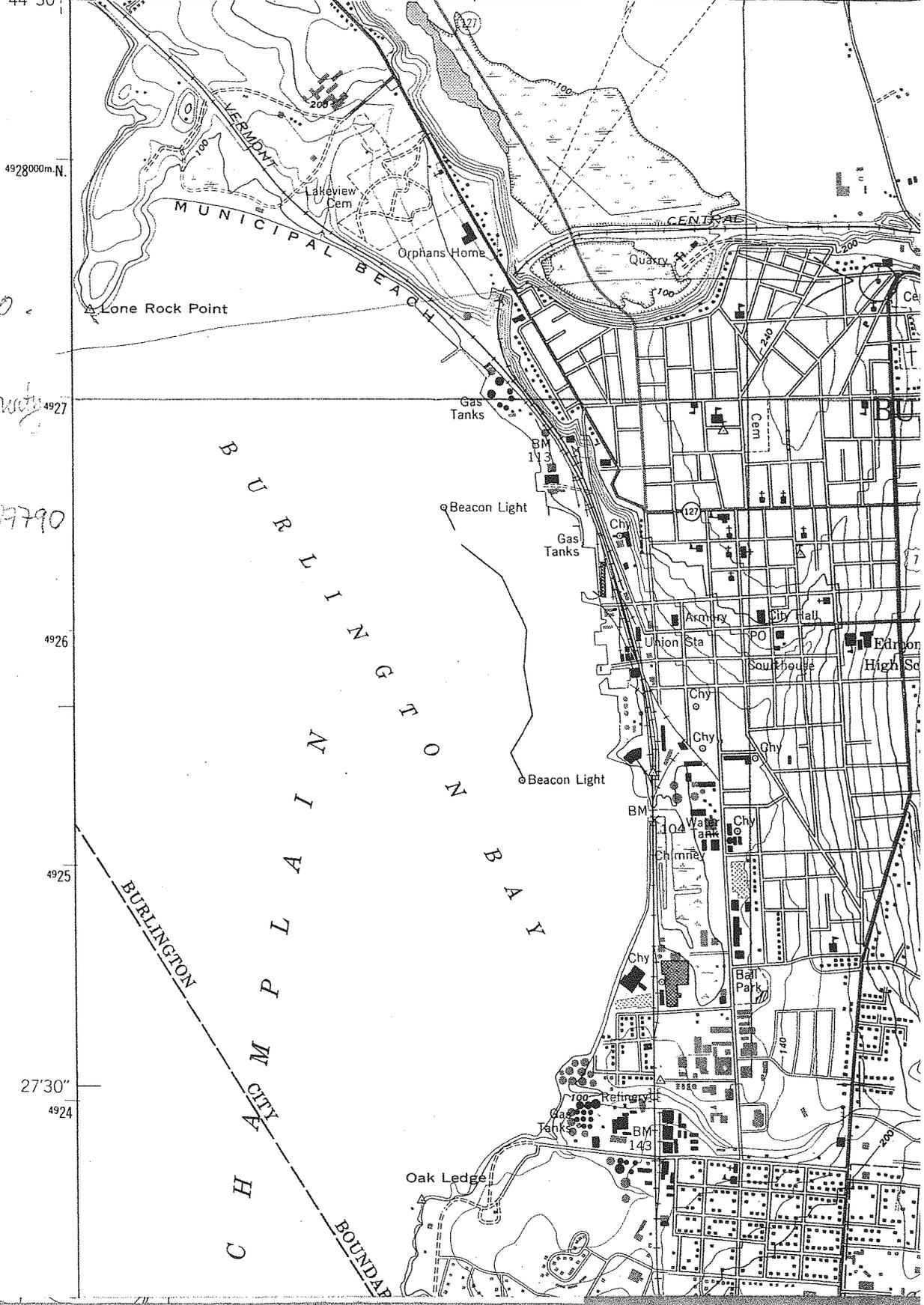
Vermont Division for Historic Preservation. *State Survey for Rutland City*, 1984.

Vermont Division for Historic Preservation. *State Survey for St. Albans*, 1984.

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

6273 11 SE  
(COLCHESTER  
POINT)

73°15' 44°30' 641000m.E. 642 12'30"

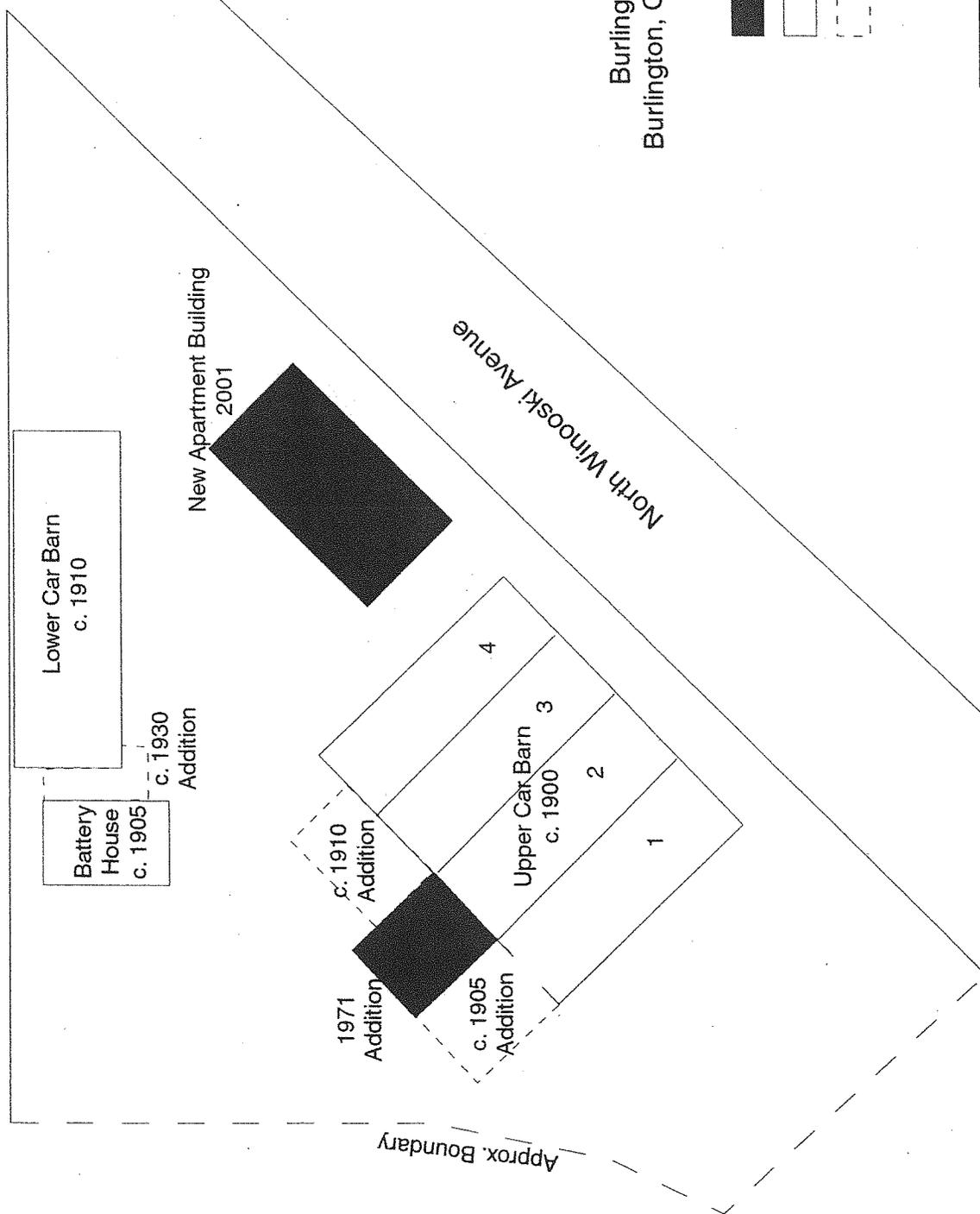


UTM:  
Burlington  
Washington Co.  
Burlington,  
Chittenden County  
Vermont

18/645626/4927790

4928000m.N.  
4927  
4926  
4925  
27'30"  
4924

Riverside Avenue



Burlington Traction Company  
Burlington, Chittenden County, Vermont

-  Non-contributing
-  Contributing
-  Contributing Addition



1 inch = approx. 65 feet



ESSEX JUNCTION

BURLINGTON

WINOOSKI

FORT ETHAN ALLEN

ESSEX JUNCTION

Busses Leave  
St. Paul and  
Main Sta.  
for Essex Jct.

†5.20 A.M.  
†6.30  
6.50  
7.40  
8.10  
8.40  
9.10  
9.40  
10.10  
10.40  
11.10  
11.40  
12.10 P.M.  
12.40  
1.10  
1.30  
1.50  
2.10  
2.30  
2.50  
3.10  
3.30  
3.50  
4.10  
4.30  
4.50  
5.10  
5.30  
5.50  
6.10  
6.30  
6.50  
7.10  
7.30  
7.50  
8.10  
8.30  
8.50  
9.10  
9.40  
10.10  
10.40  
11.10  
a 11.40

Busses Leave  
Allen and Main  
Sts. (Winooski)  
for Essex Jct.

†5.33 A.M.  
†6.43  
7.03  
7.53  
8.23  
8.53  
9.23  
9.53  
10.23  
10.53  
11.23  
11.53  
12.23 P.M.  
12.53  
1.23  
1.43  
2.03  
2.23  
2.43  
3.03  
3.23  
3.43  
4.03  
4.23  
4.43  
5.03  
5.23  
5.43  
6.03  
6.23  
6.43  
7.03  
7.23  
7.43  
8.03  
8.23  
8.43  
9.03  
9.23  
9.53  
10.23  
10.53  
11.23  
a 11.53

Busses Leave  
St. Michael's  
College for  
Essex Jct.

†5.39 A.M.  
†6.49  
7.09  
7.59  
8.29  
8.59  
9.29  
9.59  
10.29  
10.59  
11.29  
11.59  
12.29 P.M.  
12.59  
1.29  
1.49  
2.09  
2.29  
2.49  
3.09  
3.29  
3.49  
4.09  
4.29  
4.49  
5.09  
5.29  
5.49  
6.09  
6.29  
6.49  
7.09  
7.29  
7.49  
8.09  
8.29  
8.49  
9.09  
9.29  
9.59  
10.29  
10.59  
11.29  
a 11.59

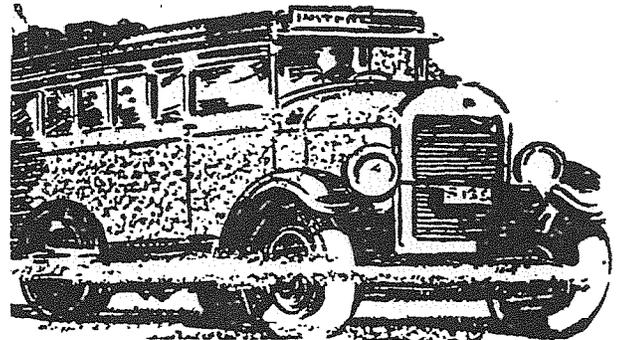
Busses Leave  
Fort Ethan Allen  
for  
Essex Jct.

†5.42 A.M.  
†6.52  
7.12  
8.02  
8.32  
9.02  
9.32  
10.02  
10.32  
11.02  
11.32  
12.02 P.M.  
12.32  
1.02  
1.32  
1.52  
2.12  
2.32  
2.52  
3.12  
3.32  
3.52  
4.12  
4.32  
4.52  
5.12  
5.32  
5.52  
6.12  
6.32  
6.52  
7.12  
7.32  
7.52  
8.12  
8.32  
8.52  
9.12  
9.32  
10.02  
10.32  
11.02  
11.32



Modern Bus Transportation

TIME TABLE



a Goes to Fort Ethan Allen only.

† Does not run Sunday.

BURLINGTON  
RAPID TRANSIT COMPANY

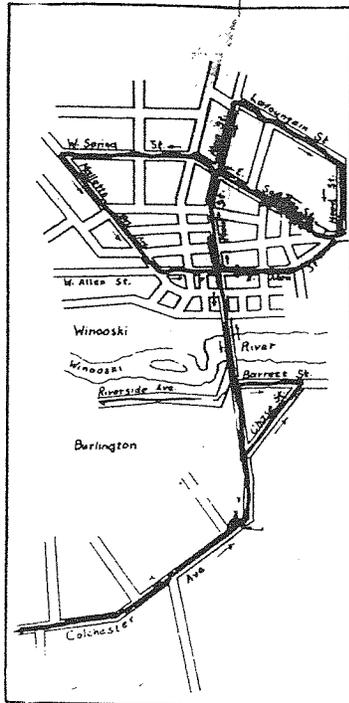
Phone 3610



# WINOOSKI-SOUTH END

Busses Leave  
St. Paul & Main  
Sts. for Winooski  
and  
for South End

at 6.20 A.M.	12.20 P.M.	6.20
at 6.40	12.40	6.40
7.00	1.00	7.00
7.20	1.20	7.20
7.40	1.40	7.40
8.00	2.00	8.00
8.20	2.20	8.20
8.40	2.40	8.40
9.00	3.00	9.00
9.20	3.20	9.20
9.40	3.40	9.40
10.00	4.00	10.00
10.20	4.20	10.20
10.40	4.40	10.40
11.00	b 5.00	11.00
11.20	5.20	11.20
11.40	5.40	*11.40
12.00	6.00	



## Winooski

Busses Leave  
Shelburne Rd.  
at Swift St.  
for Winooski

† 6.30 A.M.	12.10 P.M.	6.10
† 6.50	12.30	6.30
7.10	12.50	6.50
7.30	1.10	7.10
7.50	1.30	7.30
8.10	1.50	7.50
8.30	2.10	8.10
8.50	2.30	8.30
9.10	2.50	8.50
9.30	3.10	9.10
9.50	3.30	9.30
10.10	3.50	9.50
10.30	4.10	10.10
10.50	4.30	10.30
11.10	4.50	10.50
11.30	5.10	11.10
11.50	5.30	11.30
	5.50	

\* Bus leaves for Winooski only.  
† Does not run Sunday.  
a Via Pine Street and Park Avenue.  
b Leaves 5.05 p.m. for Winooski.

Busses Leave  
Main & Allen Sts.  
(Winooski)  
for Burlington

† 6.04 A.M.

† 6.24
6.44
7.04
7.24
7.44
8.04
8.24
8.44
9.04
9.24
9.44
10.04
10.24
10.44
11.04
11.24
11.44

12.04 P.M.

12.24
12.44
1.04
1.24
1.44
2.04
2.24
2.44
3.04
3.24
3.44
4.04
4.24
4.44
5.04
5.24
5.49
6.04
6.24
6.44
7.04
7.24
7.44
8.04
8.24
8.44
9.04
9.24
9.44
10.04
10.24
10.44
11.04
11.24
11.44
12.04

Busses Leave  
W. Allen and  
Main Sts.  
(Winooski)  
for Loop in  
Winooski

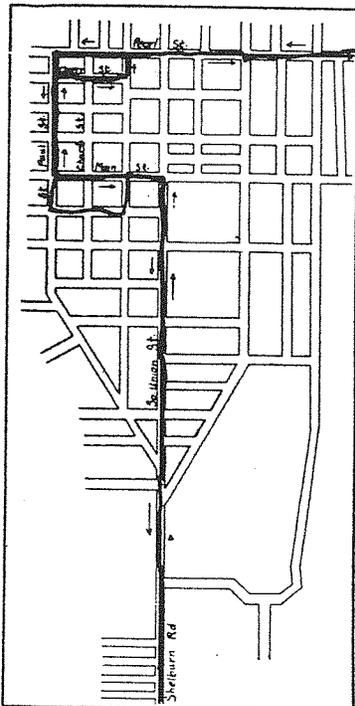
\* 6.33 A.M.

* 6.53
7.13
7.33
7.53
8.13
8.33
8.53
9.13
9.33
9.53
10.13
10.33
10.53
11.13
11.33
11.53

12.13 P.M.

12.33
12.53
1.13
1.33
1.53
2.13
2.33
2.53
3.13
3.33
3.53
4.13
4.33
4.53
5.13
5.33
5.53
6.13
6.33
6.53
7.13
7.33
7.53
8.13
8.33
8.53
9.13
9.33
9.53
10.13
10.33
10.53
11.13
11.33
11.53

## South End

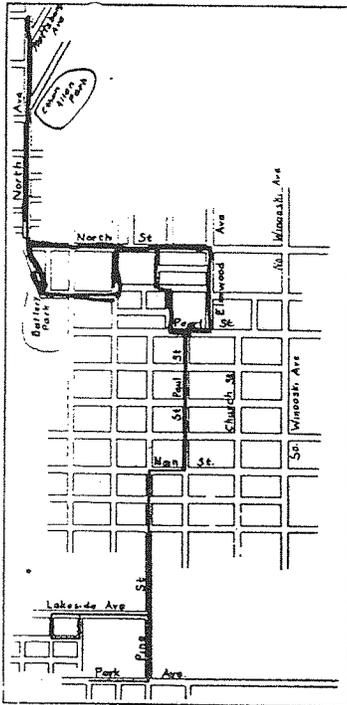




## ETHAN ALLEN LINE

Busses Leave  
St. Paul and  
Main Sts.  
for Watering  
Trough and for  
Pine St.  
Busses Leave  
Watering Trough  
at 6.00 A.M.

- b6.30
- c\*6.50
- 7.10
- 7.30
- 7.50
- 8.10
- 8.30
- 8.50
- 9.10
- 9.30
- 9.50
- 10.10
- 10.30
- 10.50
- 11.10
- 11.30
- 11.50
- 12.10 P.M.
- 12.30
- 12.50
- 1.10
- 1.30
- 1.50
- 2.10
- 2.30
- 2.50
- 3.10
- 3.30
- 3.50
- 4.10
- 4.30
- 4.50
- 5.10
- 5.35
- 5.50
- 6.10
- 6.30
- 6.50
- 7.10
- 7.30
- 7.50
- 8.10
- 8.30
- 8.50
- 9.10
- 9.30
- 9.50
- 10.10
- 10.30
- 10.50
- 11.10



	Busses Leave Park Ave.	Busses Leave Lakeside
	†*6.40 A.M.	6.40 A.M.
	7.00	7.20
	7.40	8.00
	8.20	8.40
	9.00	9.20
	9.40	10.00
	10.20	10.40
	11.00	11.20
	11.40	12.00
	12.20 P.M.	12.40 P.M.
	1.00	1.20
	1.40	2.00
	2.20	2.40
	3.00	3.20
	3.40	4.00
	4.20	4.40
	5.00	5.20
	5.40	6.00
	6.20	6.40
	7.00	7.20
	7.40	8.00
	8.20	8.40
	9.00	9.20
	9.40	10.00
	10.20	10.40
	11.00	11.20

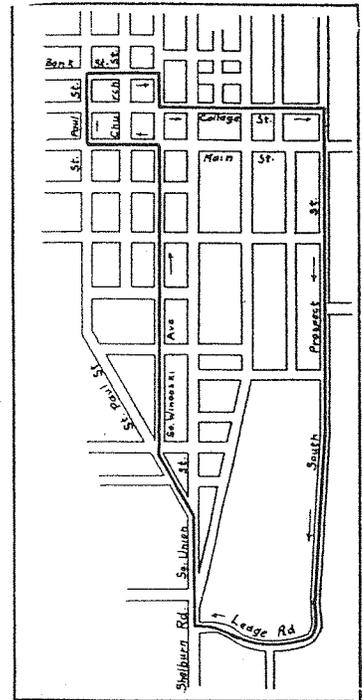
\* Bus goes to North Ave. and Washington St. only.  
 † Does not run Sunday.  
 a Leaves St. Paul and Main Sts. only for watering trough.  
 b Leaves for watering trough Sunday only.  
 c Does not leave watering trough.



## COUNTRY CLUB LOOP

Busses Leave  
St. Paul and  
Main Sts.

- \*6.30 A.M.
- 6.50
- 7.10
- 7.30
- 7.50
- 8.10
- 8.30
- 8.50
- 9.10
- 9.30
- 9.50
- 10.10
- 10.30
- 10.50
- 11.10
- 11.30
- 11.50
- 12.10 P.M.
- 12.30
- 12.50
- 1.10
- 1.30
- 1.50
- 2.10
- 2.30
- 2.50
- 3.10
- 3.30
- 3.50
- 4.10
- 4.30
- 4.50
- 5.10
- 5.30
- 5.50
- 6.10
- 6.30
- 6.50
- 7.10
- 7.30
- 7.50
- 8.10
- 8.30
- 8.50
- 9.10
- 9.30
- 9.50
- 10.10
- 10.30
- 10.50
- 11.10



Country Club Loop

\*Sunday only.



# NORTH END LOOP

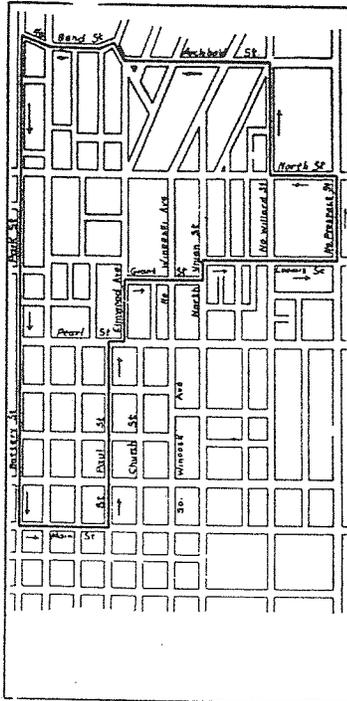
Busses Leave  
St. Paul and  
Main Sta.

†6.10 A.M.

- 6.20
- 6.30
- 6.40
- 6.50
- 7.00
- 7.10
- 7.20
- 7.30
- 7.40
- 7.50
- 8.00
- 8.10
- 8.20
- 8.30
- 8.40
- 8.50
- 9.00
- 9.10
- 9.20
- 9.40
- 10.00
- 10.20
- 10.40
- 11.00
- 11.10
- 11.20
- 11.30
- 11.40
- 11.50
- 12.00

12.10 P.M.

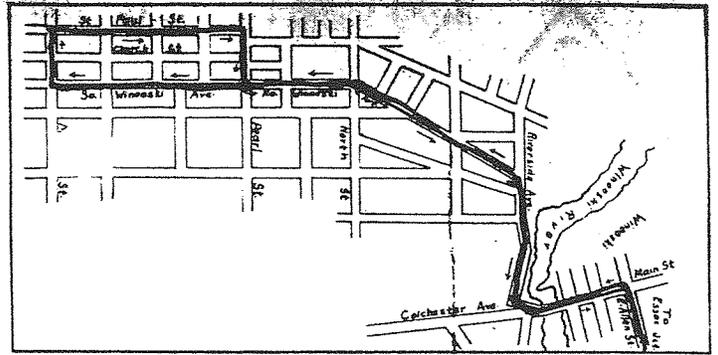
- 12.20
- 12.30
- 12.40
- 12.50
- 1.00
- 1.10
- 1.20
- †1.30
- 1.40
- 2.00
- 2.20
- 2.40
- 3.00
- 3.20
- 3.40
- 4.00
- †4.10
- 4.20
- †4.30
- 4.40



North End Loop

†4.50	7.20
5.00	7.40
†5.10	8.00
5.20	8.20
†5.30	8.40
5.40	9.00
†5.50	9.20
6.00	9.40
†6.10	10.00
6.20	10.20
†6.30	10.40
6.40	11.00
†6.50	11.20
7.00	

† Does not run Sunday.  
10 minute service operated all day Saturday from 6.10 a.m. to 11.30 p.m. Sundays from 6.20 a.m. to 1.10 p.m.



# Essex Junction Line

Busses Leave  
Essex Jct.  
for Burlington

Busses Leave  
Fort Ethan Allen  
for Burlington

Busses Leave  
St. Michael's  
College  
for Burlington

Busses Leave  
Allen and Main  
Sts. (Winooski)  
for Burlington

†6.10 A.M.

- †7.10
- 7.40
- 8.10
- 8.40
- 9.10
- 9.40
- 10.10
- 10.40
- 11.10
- 11.40

12.10 P.M.

- 12.40
- 1.15
- 1.40
- 2.00
- 2.20
- 2.40
- 3.00
- 3.20
- 3.40
- 4.00
- 4.20
- 4.40
- 5.00
- 5.20
- 5.40
- 6.00
- 6.20
- 6.40
- 7.00
- 7.20
- 7.40
- 8.00
- 8.20
- 8.40
- 9.05
- 9.20
- 9.40
- 10.10
- 10.40
- 11.10
- 11.40

†6.18 A.M.

- †7.18
- 7.48
- 8.18
- 8.48
- 9.18
- 9.48
- 10.18
- 10.48
- 11.18
- 11.48

12.18 P.M.

- 12.48
- 1.23
- 1.48
- 2.08
- 2.28
- 2.48
- 3.08
- 3.28
- 3.48
- 4.08
- 4.28
- 4.48
- 5.08
- 5.28
- 5.48
- 6.08
- 6.28
- 6.48
- 7.08
- 7.28
- 7.48
- 8.08
- 8.28
- 8.48
- 9.13
- 9.28
- 9.48
- 10.18
- 10.48
- 11.18
- 11.48
- b12.00

†6.21 A.M.

- †7.21
- 7.51
- 8.21
- 8.51
- 9.21
- 9.51
- 10.21
- 10.51
- 11.21
- 11.51

12.21 P.M.

- 12.51
- 1.26
- 1.51
- 2.11
- 2.31
- 2.51
- 3.11
- 3.31
- 3.51
- 4.11
- 4.31
- 4.51
- 5.11
- 5.31
- 5.51
- 6.11
- 6.31
- 6.51
- 7.11
- 7.31
- 7.51
- 8.11
- 8.31
- 8.51
- 9.16
- 9.31
- 9.51
- 10.21
- 10.51
- 11.21
- 11.51
- b12.03

†6.25 A.M.

- †7.25
- 7.55
- 8.25
- 8.55
- 9.25
- 9.55
- 10.25
- 10.55
- 11.25
- 11.55

12.25 P.M.

- 12.55
- 1.30
- 1.55
- 2.15
- 2.35
- 2.55
- 3.15
- 3.35
- 3.55
- 4.15
- 4.35
- 4.55
- 5.15
- 5.35
- 5.55
- 6.15
- 6.35
- 6.55
- 7.15
- 7.35
- 7.55
- 8.15
- 8.35
- 8.55
- 9.20
- 9.35
- 9.55
- 10.25
- 10.55
- 11.25
- 11.55
- b12.07

b Goes only to garage in Burlington.

† Does not run Sunday.

After a ride along the city's finest drive-way, the car reaches the immense water falls and power house at the entrance of Winooski village.

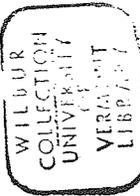
Continuing through Winooski, we reach a broad plateau, where a commanding view of the valley sweeps before.

In the background stands a range of the Green Mountains, with Mount Mansfield and Camel's Hump in the distance.

The car passes the Fanny Allen Hospital, the School of the Oblate Fathers, and Fort Ethan Allen.

Twelve troops of cavalry and two of artillery are stationed here and a stop-over well repays the traveller.

After leaving the Fort, the car continues on to Essex Junction.



## Burlington Traction and Military Post Street Railway Co.'s SUMMER TIME TABLE.

**BURLINGTON CARS LEAVE WINOSKI 6.00 A. M.**, every 20 minutes to 11.00 P. M.  
**BURLINGTON CARS LEAVE CITY HALL BOTH WAYS 6.00 and 6.40 A. M.**, to 10.40 P. M., except the 10.20 P. M., which goes to Mansfield Ave. **ONLY** and the 10.40 P. M. going south will stop at the Children's Home.  
**BURLINGTON CARS LEAVE QUEEN CITY PARK 6.40 A. M.** Every 20 minutes to 10.40 P. M.  
**BURLINGTON CARS LEAVE CHILDREN'S HOME 6.45 A. M.** Every 20 minutes to 10.45 P. M.  
**NORTH AVENUE CARS LEAVE ETHAN ALLEN PARK 6.20 A. M.** Every 20 minutes to 10.00 P. M. The car that leaves Ethan Allen Park at 10.20 P. M. goes to car shed.  
**NORTH AVENUE CARS LEAVE CITY HALL TO ETHAN ALLEN PARK 6.40 A. M.** Every 20 minutes to 10.00 P. M.  
**PINE STREET CARS LEAVE CITY HALL GOING SOUTH 6.20 A. M.** Every 20 minutes to 10.00 P. M.

### DEPOT CARS.

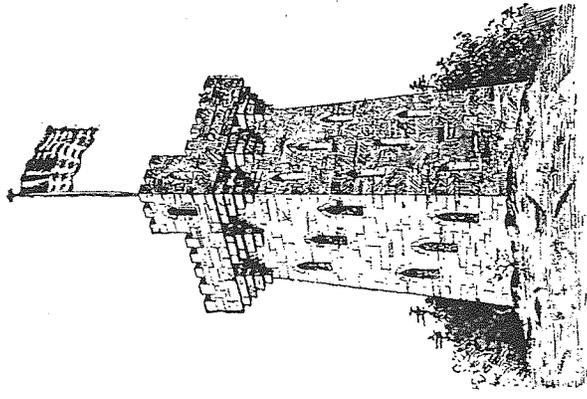
Leave Car Shed 20 minutes before Train Time between 7.00 A. M. and 8.00 P. M. In case Trains are late, car will leave City Hall 10 minutes before Train Time.

### ESSEX JUNCTION CARS.

Cars leave City Hall 6.30 A. M. Every 40 minutes to 1.10 P. M. Commencing 1.10 P. M. they will run every 20 minutes to 10.30 P. M.

Cars leave Essex Junction 7.10 A. M. Every 40 minutes to 1.10 P. M. Commencing 1.10 P. M. they will run every 20 minutes to 9.50 through to City Hall. The 10.10, 10.30, 11.10 P. M. Cars go to the Car Shed **ONLY**.

# Points of Interest



## TO BE SEEN BY A RIDE ON THE TROLLEY.

# BURLINGTON, VT.

## Its Situation and Scenery.

**T**HE beautiful region in which Burlington is situated, combining rare lake and mountain scenery, has rightly been called the Switzerland of America.

To those desirous of availing themselves of the scenery in and about Burlington no better way is offered than by one of the numerous rides afforded by the city's two trolley systems.

For the convenience of the stranger, brief information is given under the various heads outlining different rides and touching upon some of the points of interest to be seen en route.

### Route No. 1.

**College Buildings, Ethan Allen Monument, Winooski.**

A car with white target going north takes one through the main business thoroughfare and continuing, ascends a gentle incline, passing a large number of beautiful homes.

At the summit one sees the "College Green" and the beautiful buildings of the University of Vermont overlooking the lake.

Continuing on, we notice Mount St. Marys' Academy for young ladies, the Mary Fletcher Hospital with its magnificent view of the valleys and mountains, Green Mount Cemetery and the monument of Ethan Allen in the foreground.

Soon the car reaches Winooski, where are located the largest cotton and woolen mills in the State.

### Route No. 2.

**Schools, Golf Links, Queen City Park.**

Boarding a car with white target going south we pass the Court House, Post Office, and a number of the city schools, among which is the beautiful High School.

A beautiful view of the lake with all its wealth of scenery spreads out before us and the car passes scores of beautiful residences.

Soon we pass the Golf Links and Home for Destitute Children.

As the car leaves the main highway we get the scent of the woods and flowers, and in a few minutes we reach Queen City Park.

Here one finds over a hundred summer homes nestled among the trees and on the lake shore, while here and there are swings, rustic chairs and tables for visitors.

### Route No. 3.

**Battery Park, Lake View Cemetery, Rock Point, Ethan Allen Park.**

Boarding a car with red target going north, the traveler soon notices Battery Park with its magnificent view of the broad lake and the famous Adirondacks.

The route of the car now takes one along the lake shore, passing the Providence Orphan Asylum and the beautiful Lake View Cemetery.

In the distance one gets a glimpse of Rock Point Institute and Bishop Hopkins Hall.

Passing Lake View Cemetery on to the end of the line where is situated the new and historic park containing the Ethan Allen Tower, Indian Rock, and the North Outlook, from which can be obtained a view only surpassed by that seen from Mt. Mansfield.

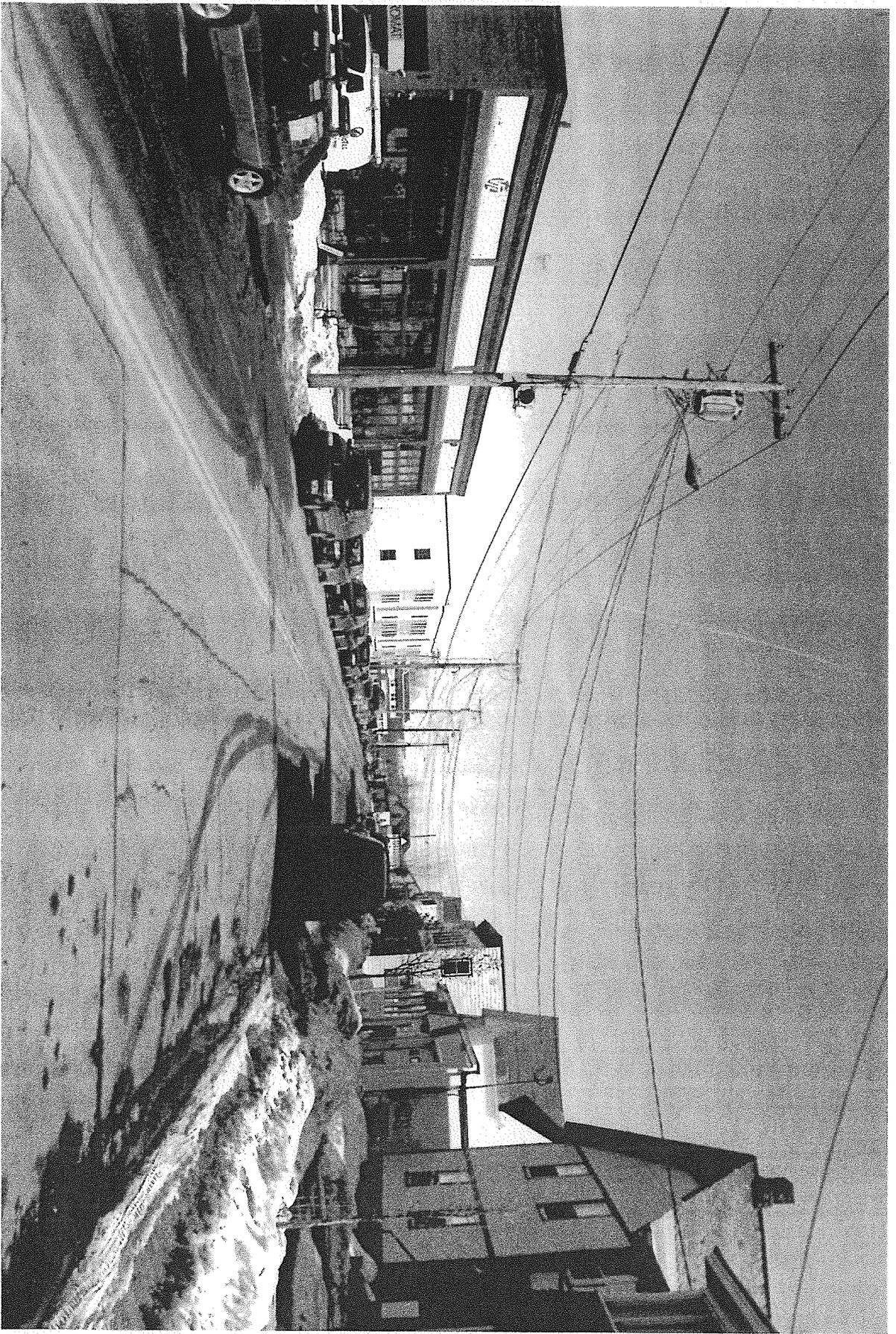
### Route No. 4.

**Ft. Ethan Allen, Essex Junction.**

The large cars operated by the Military Post Railway can be taken in the business portions of the city, through which they travel, passing many of the principal stores and churches.







Photograph 1



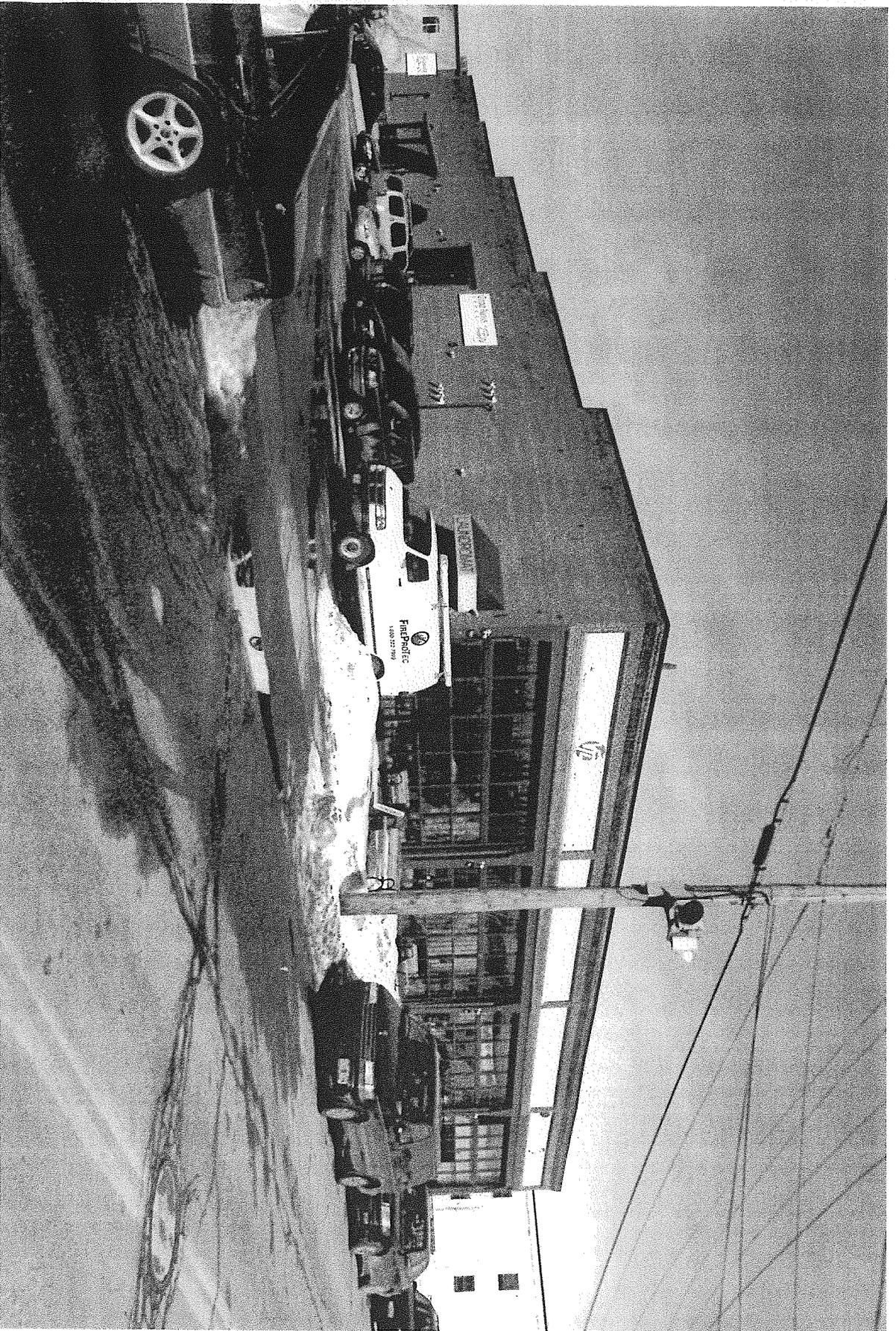
Photograph 2



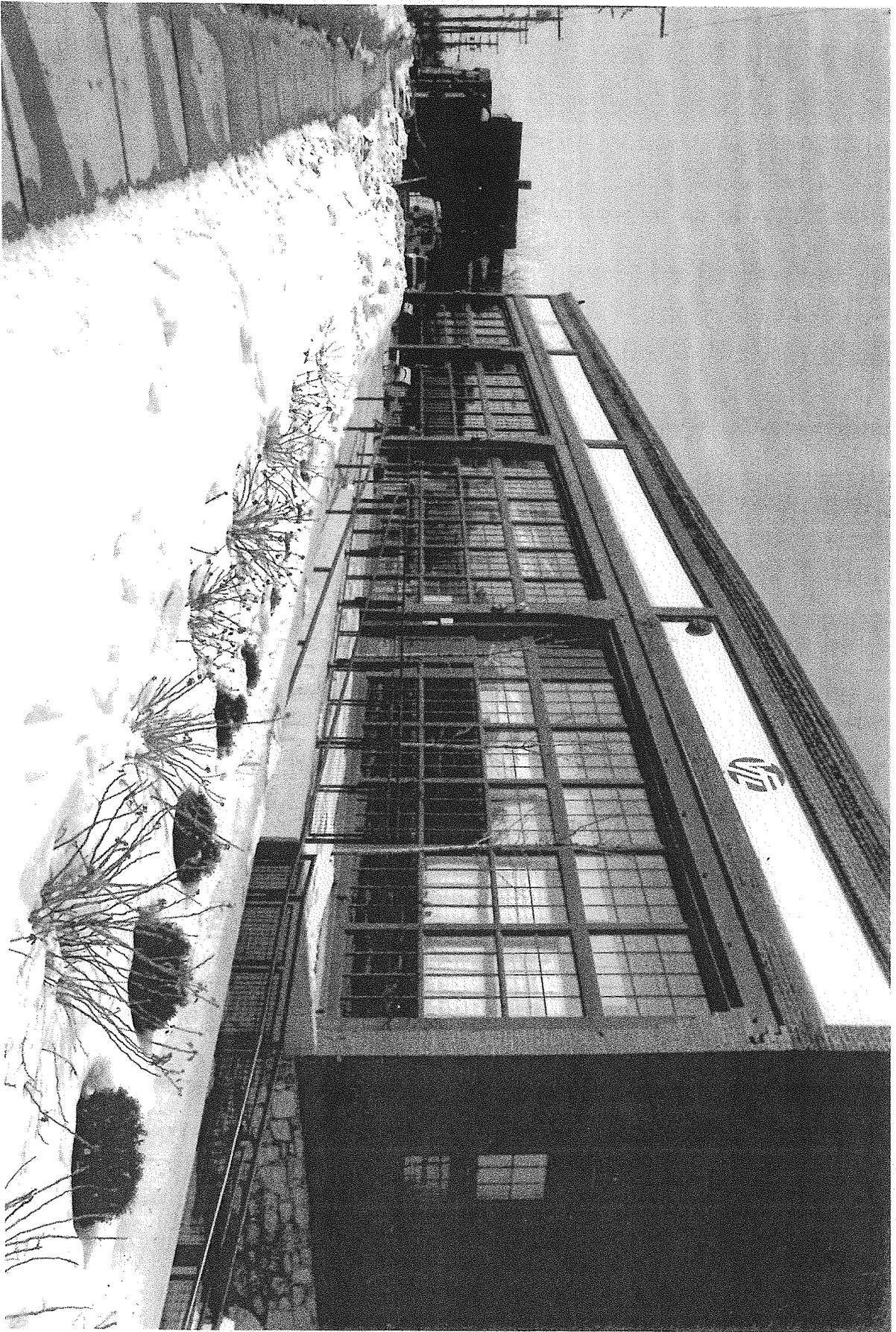
Photograph 3



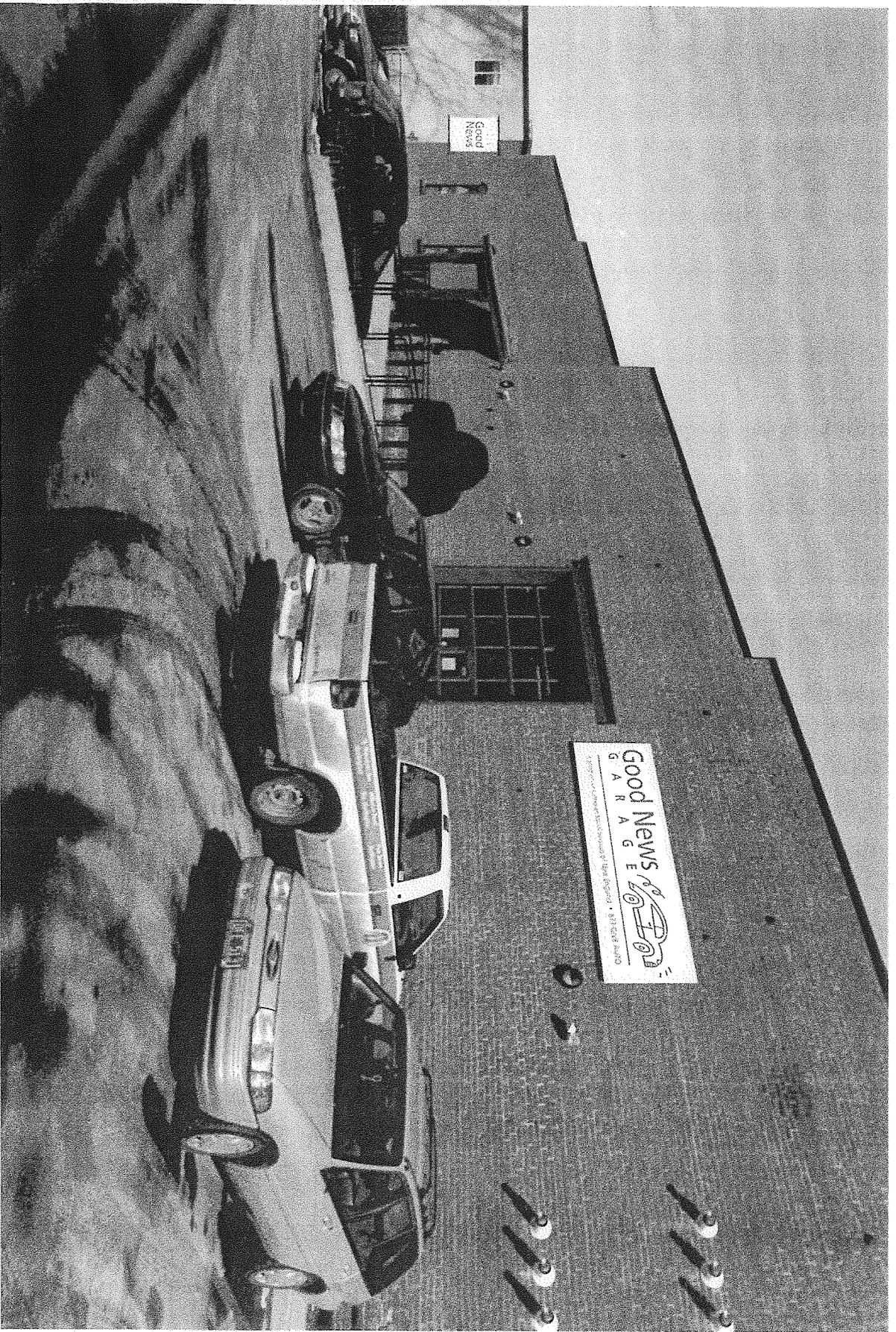
Photograph 4



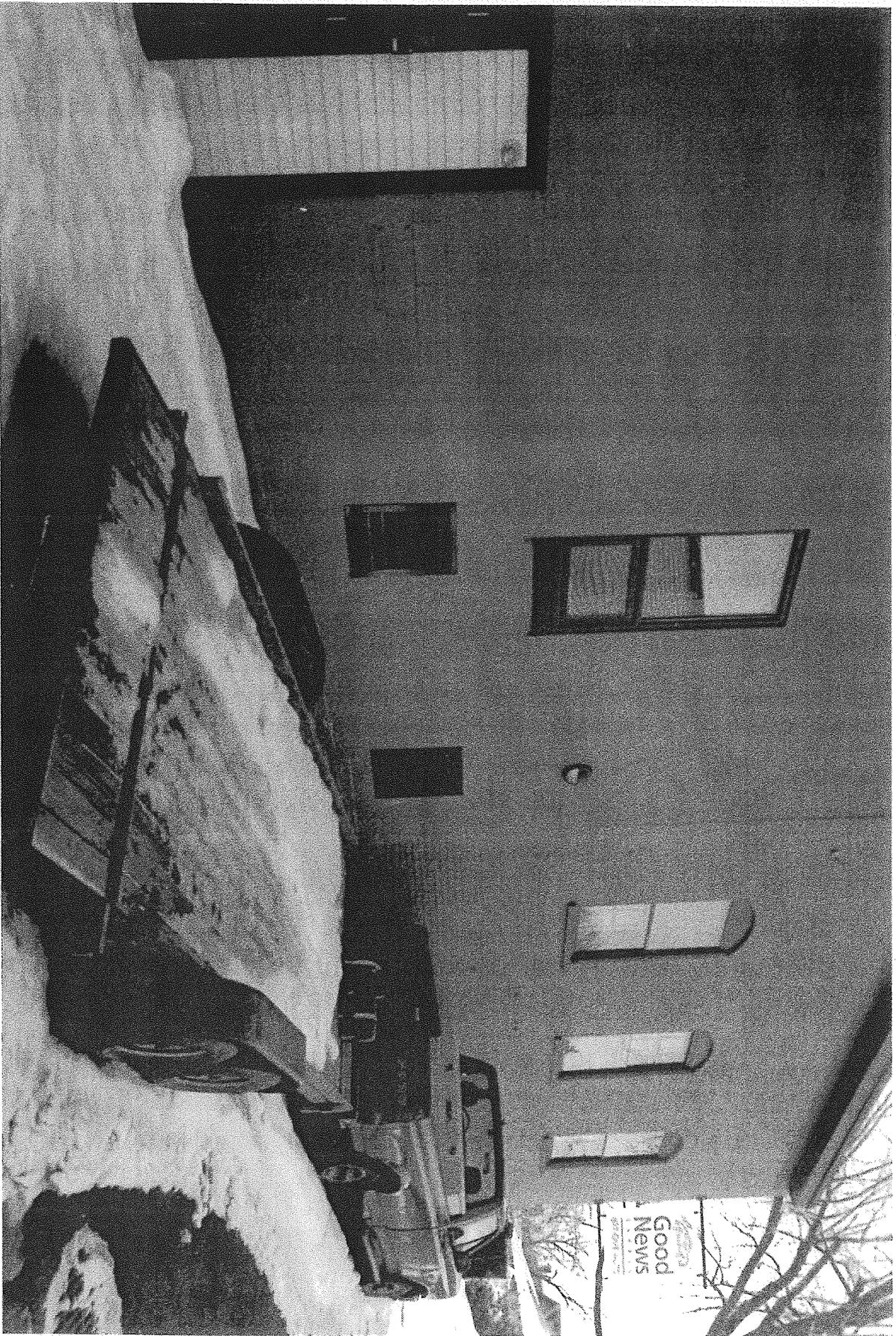
Photograph 5



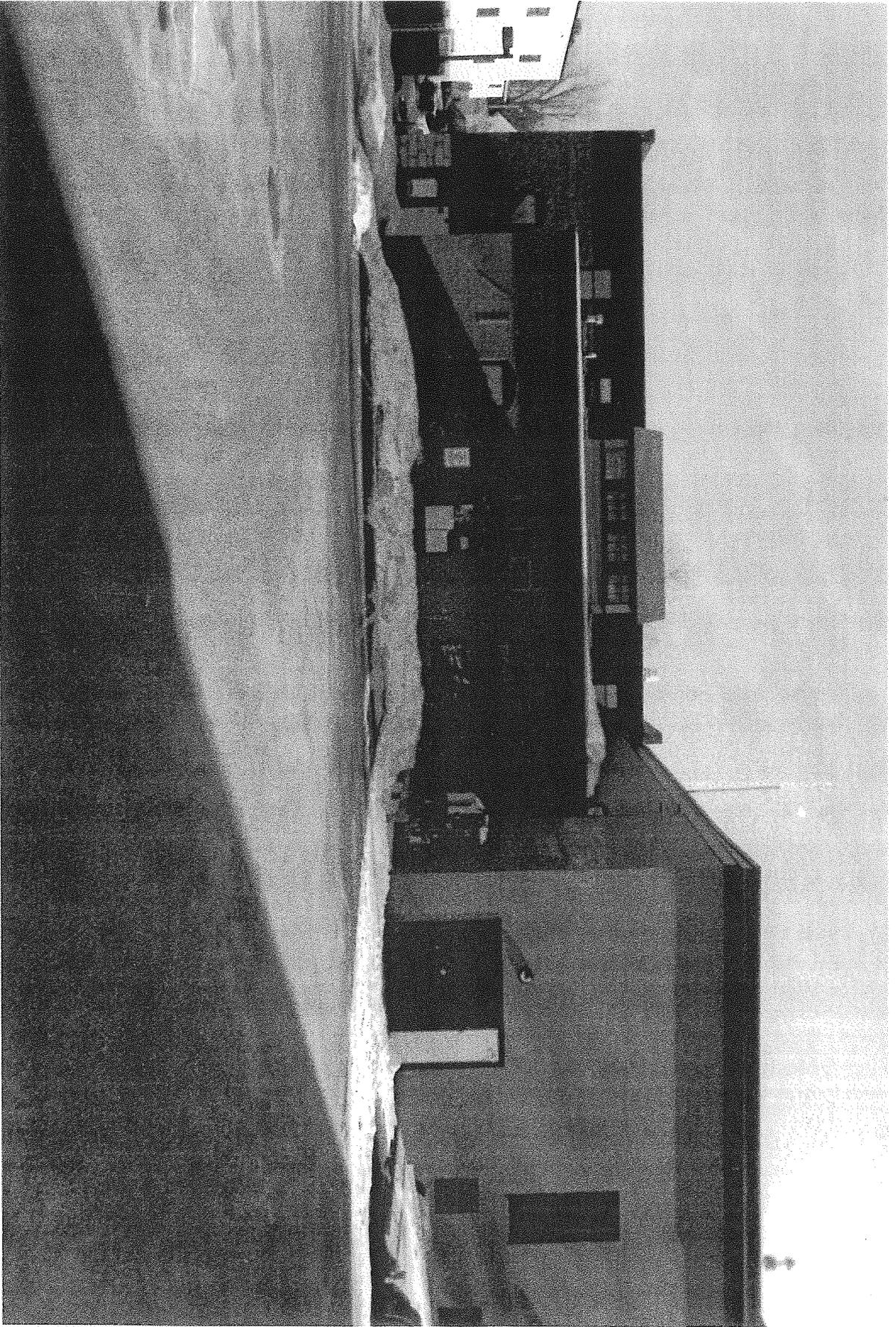
Photograph 6



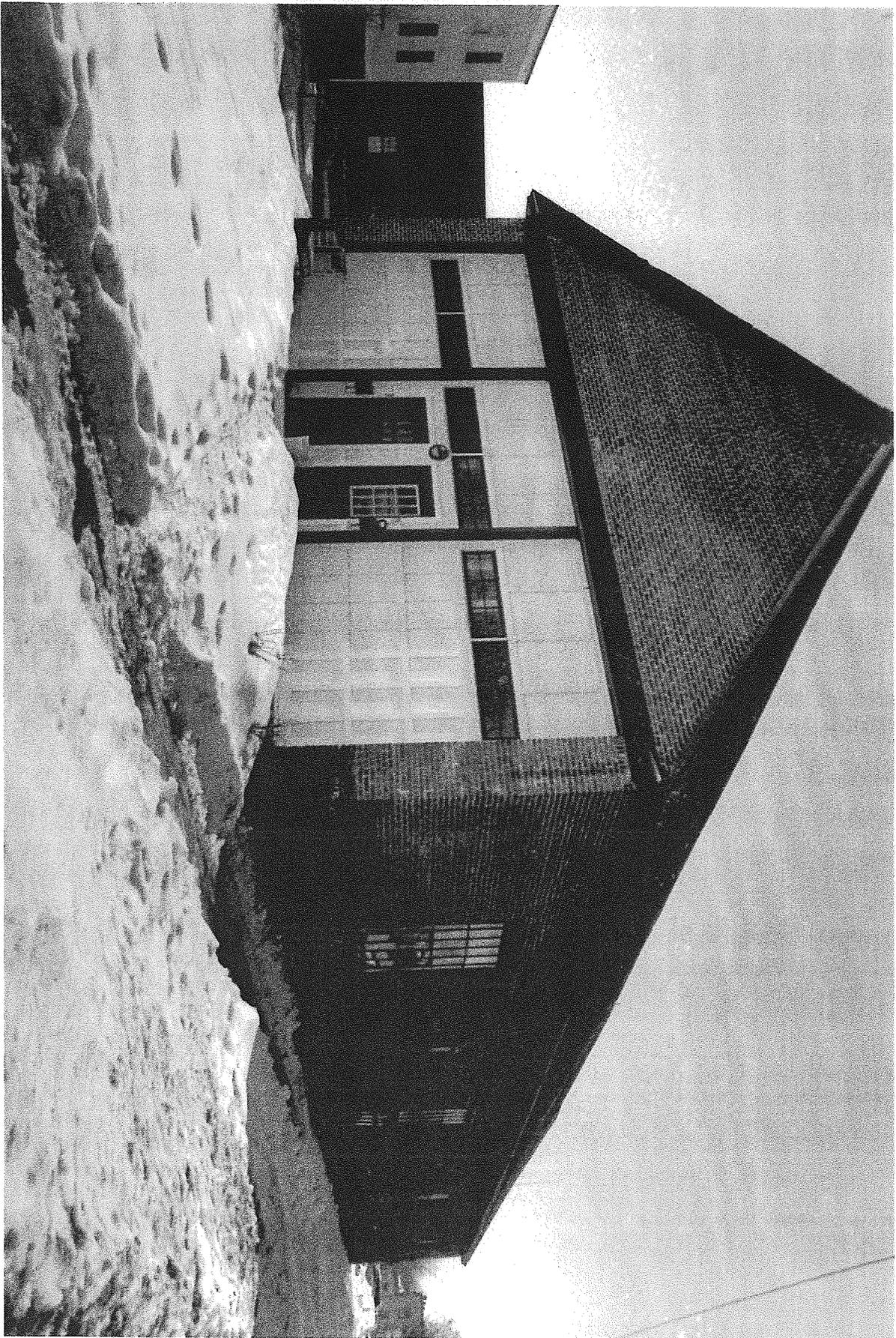
Photograph 7



Photograph 8



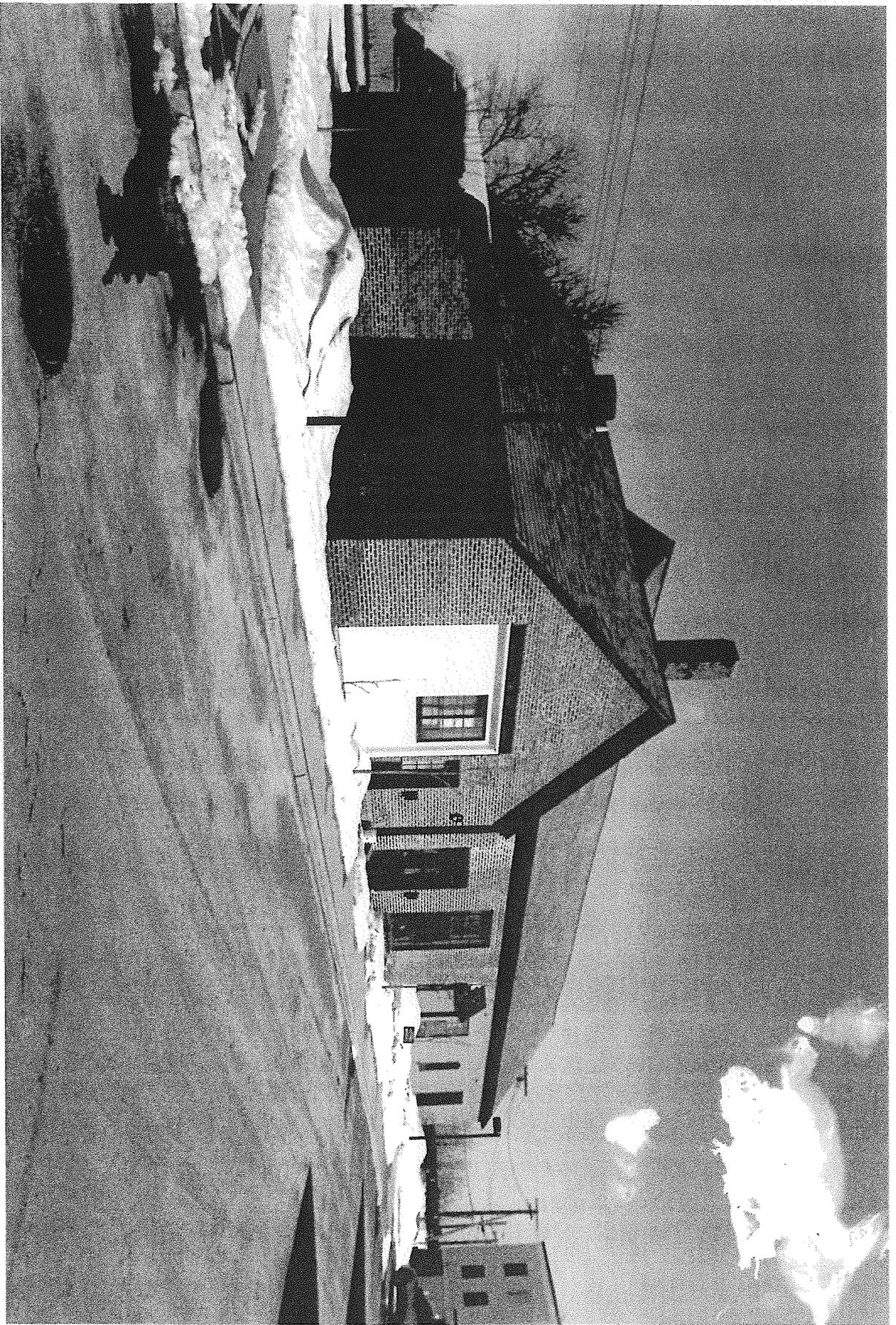
Photograph 9



Photograph 10



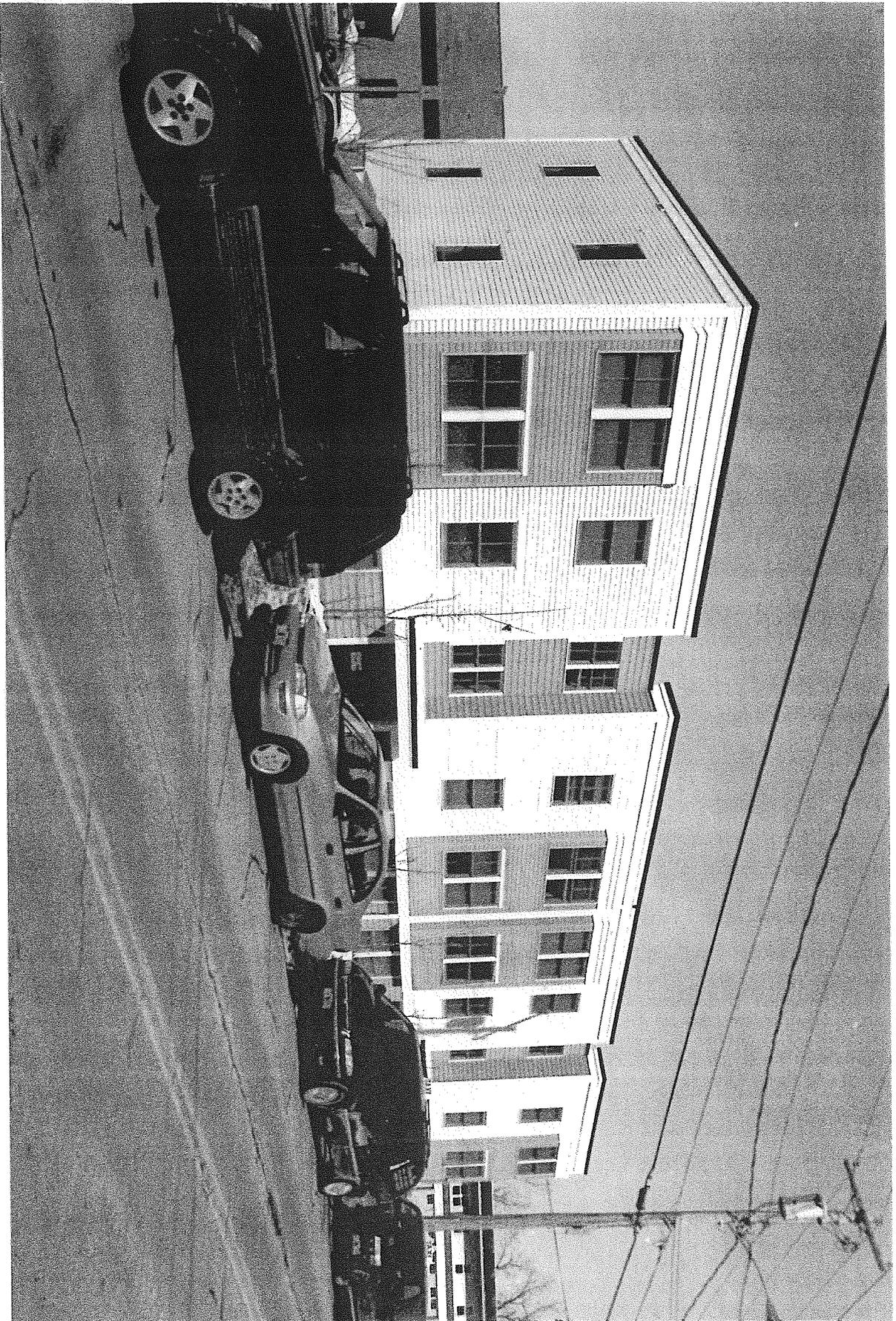
Photograph 11



Photograph 12



Photograph 13



Photograph 14

